BookletChartTM

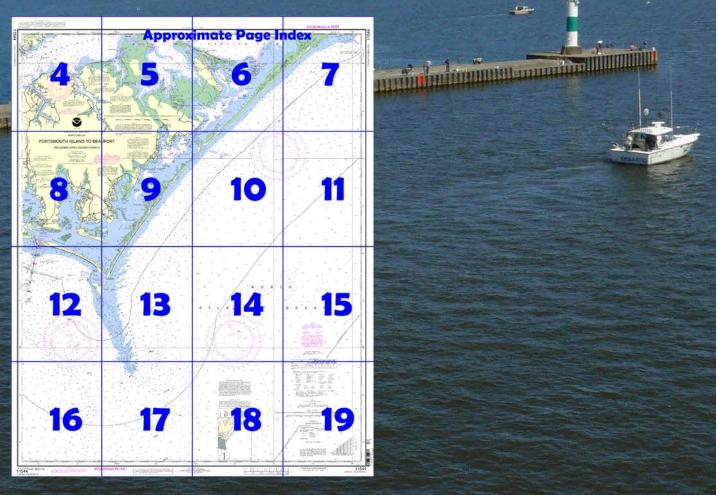
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Portsmouth Island to Beaufort, Including Cape Lookout Shoals

A reduced-scale NOAA nautical chart for small boaters When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the National Oceanic and Atmospheric Administration National Ocean Service Office of Coast Survey

<u>www.NauticalCharts.NOAA.gov</u> 888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart[™]?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11544.



(Selected Excerpts from Coast Pilot)

Cape Lookout is the extremity of a long and

Cape Lookout is the extremity of a long and very narrow sand beach projecting into the sea where the coast angles sharply westward. Cape Lookout Light (34°37'22"N., 76°31'28"W.), 156 feet above the water, is shown from a black and white diagonally checkered tower on the north point of the cape. Cape Lookout National Seashore, a Marine Protected Area (MPA), is located between Ocracoke Inlet and Beaufort Inlet.

Cape Lookout Shoals extend about 9 miles south-southeastward from the cape where they are marked by a lighted buoy. Their greatest width is about 2 miles, and depths over the shoals range from 2 to 18 feet.

Lookout Breakers is the local name for the ridge, covered 2 feet, about 4 miles out on the shoals south of the cape. Between Lookout Breakers and the cape are several other spots which break heavily.

Outside the shoals proper is an irregular shoal with a depth of 29 feet over it in about 34°25'26"N., 76°23'41"W.; thence about 3 miles south-southeastward there is a wreck cleared to 39 feet. These can be avoided

by passing south of the lighted bell buoy about 18 miles southsoutheastward of the cape. In thick weather a vessel should stay in 14 fathoms or more if uncertain of its position. A number of wrecks and fish havens with varying depths over them are in the vicinity of the shoals; some are marked.

Bay River about 10 miles southward of Pamlico Point Light PP empties into the western part of Pamlico Sound between Jones Bay and the mouth of Neuse River. The natural channel, from the entrance to off the mouth of Trent Creek about 12 miles above the entrance, is marked by lights and daybeacons and, in 1963, had depths of 9 feet or more. It can be followed readily. Above this point, a dredged channel leads to Bayboro, which is practically the head of navigation. In 1983, the reported controlling depth was 10 feet. The dredged channel is marked by daybeacons to Stonewall. An overhead power cable crossing the river about 0.3 mile below Bayboro has a clearance of 75 feet. In 1986, a visible piling extending about 10 feet above the water was

In 1986, a visible piling extending about 10 feet above the water was reported to be about 500 yards east of Bay River Light 1 in about 39°09'47"N., 76°31'42"W.; caution is advised.

The route of the Intracoastal Waterway is along Bay River for 4 miles, thence northward through Gale Creek.

Vandemere is a town on the north side of Bay River 8 miles above the mouth. Gasoline, diesel fuel, a launching ramp, and some supplies are available. There are two marine railways that can haul out vessels up to 65 feet in length for hull repairs and there is a machine shop with engine repair service. In 1983, the reported controlling depth was 8 feet to Vandemere, and thence 8 feet alongside the piers and 4 feet at end of railways.

Stonewall is a small town on the south side of the river 14 miles above the mouth; most of its docks are in ruins.

Bayboro. 15 miles above the mouth of the river, has docks in fair condition on the east side of the creek leading to Mill Pond. In 1983, depths of 7 feet were reported alongside the oil and fish docks. Gasoline, ice, and some supplies are obtainable here. Navigation above Bayboro is restricted by fixed bridges at the town.

Neuse River rises in the northern part of North Carolina and flows for about 250 miles in a general east-southeasterly direction into the western end of Pamlico Sound. Its mouth is about 5 miles wide, but is reduced to a navigable width of about 2 miles by shoals which extend from either side. The river has natural depths of 13 feet or more for 25 miles above its mouth. Strangers should not attempt to navigate the river above this point. The river channel is marked by lights, buoys and daybeacons to about 4 miles above the city of New Bern, 34 miles above its mouth.

Tides.—Neuse River has practically no tide, the variation in water level being due principally to winds. Easterly winds cause high water and westerly winds low water, the maximum variations with heavy gales amounting to about 2 feet above or below the normal in the lower part of the river, and about 3 or 4 feet at New Bern. Freshets of 10 to 20 feet occur in the upper reaches of the river above New Bern, but have little effect at or below the town.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami Commander

7th CG District Miami, FL (305) 415-6800

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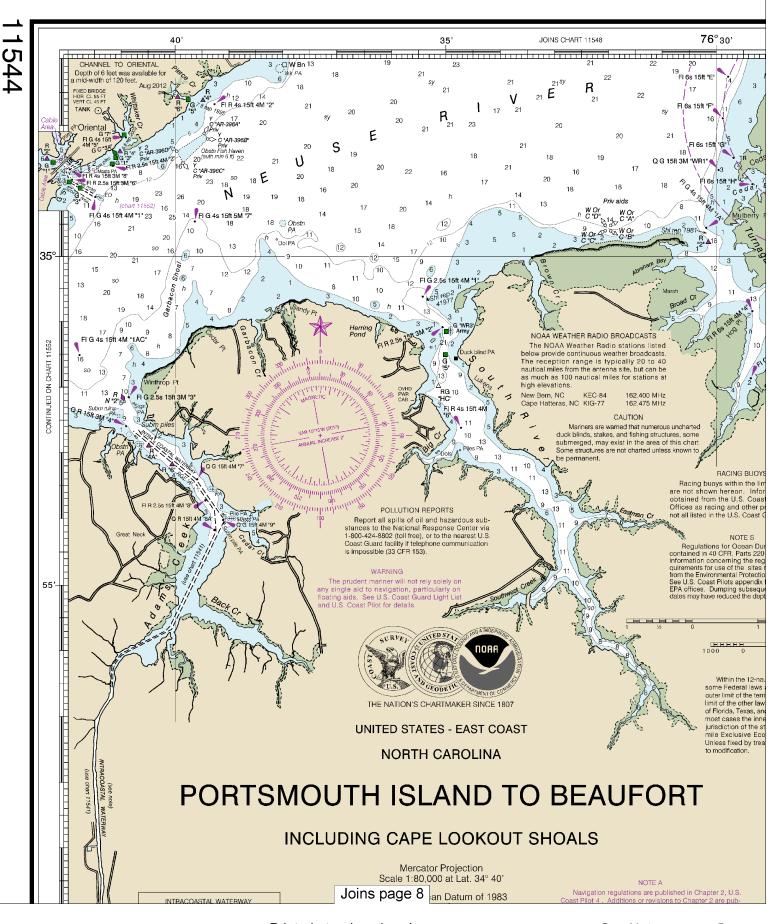
NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*. To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

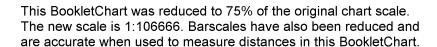
Lateral System As Seen Entering From Seaward on navigable waters except Western Rivers

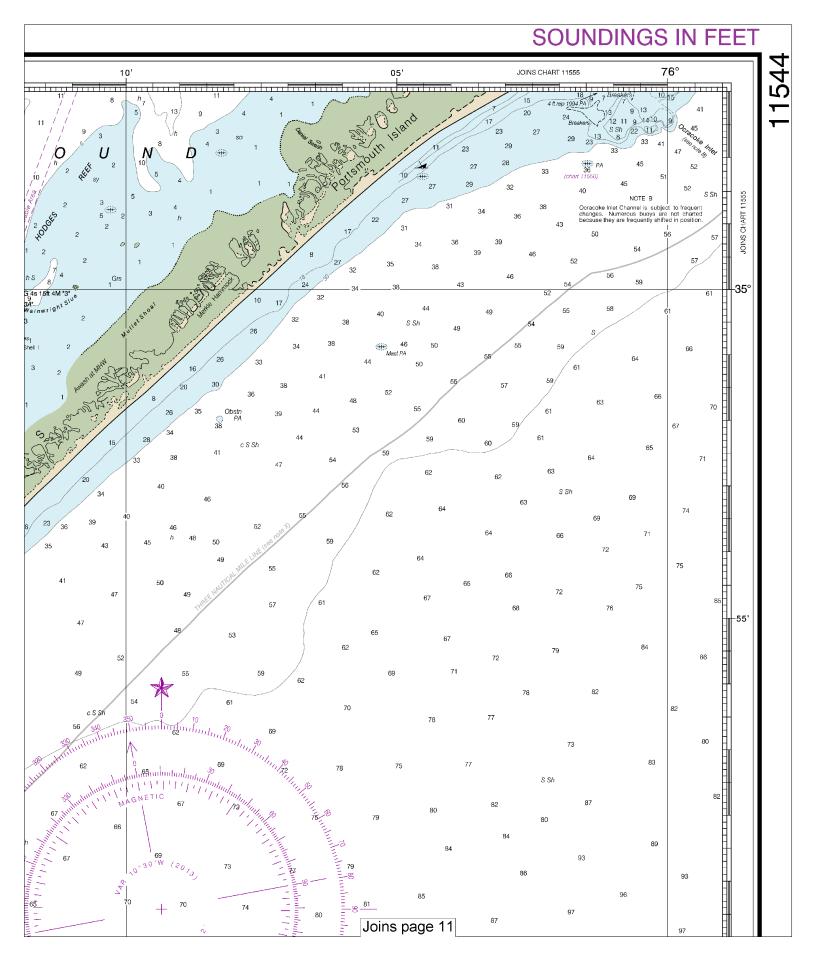




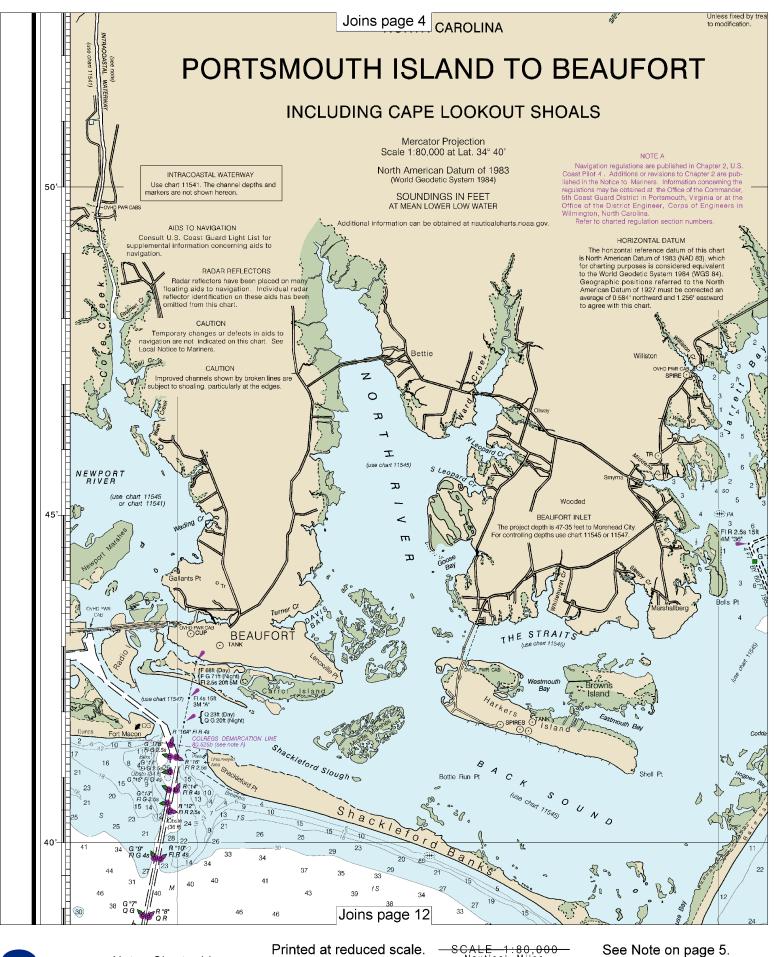




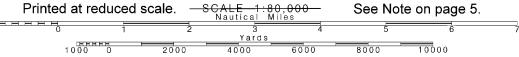


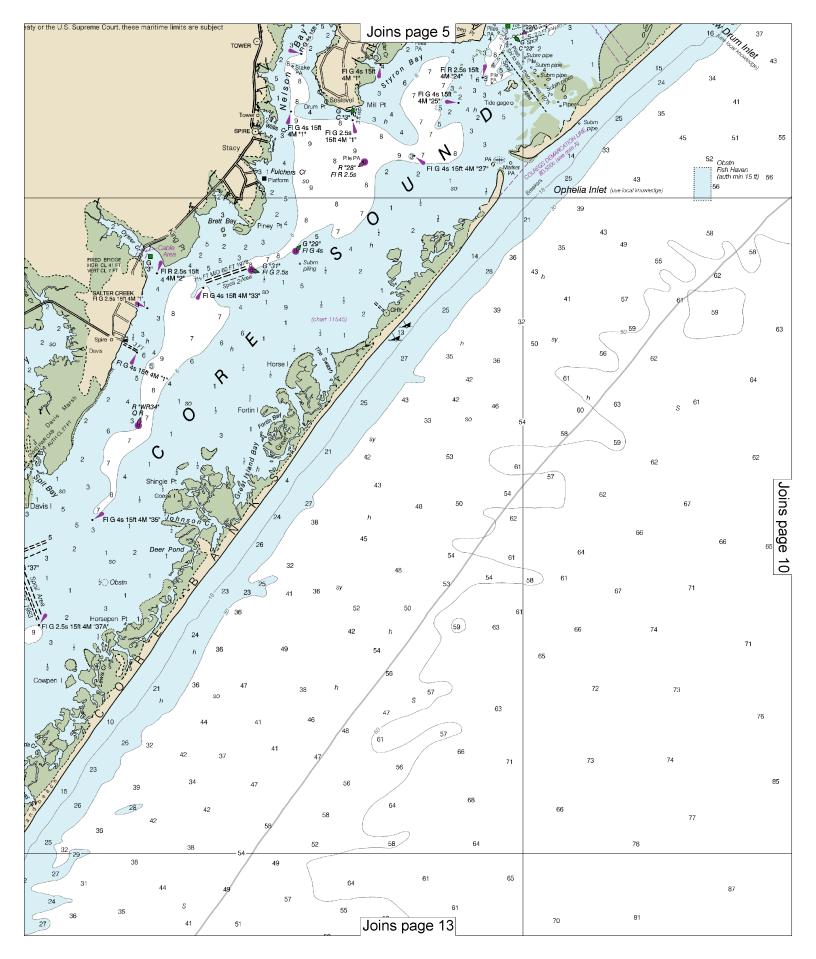


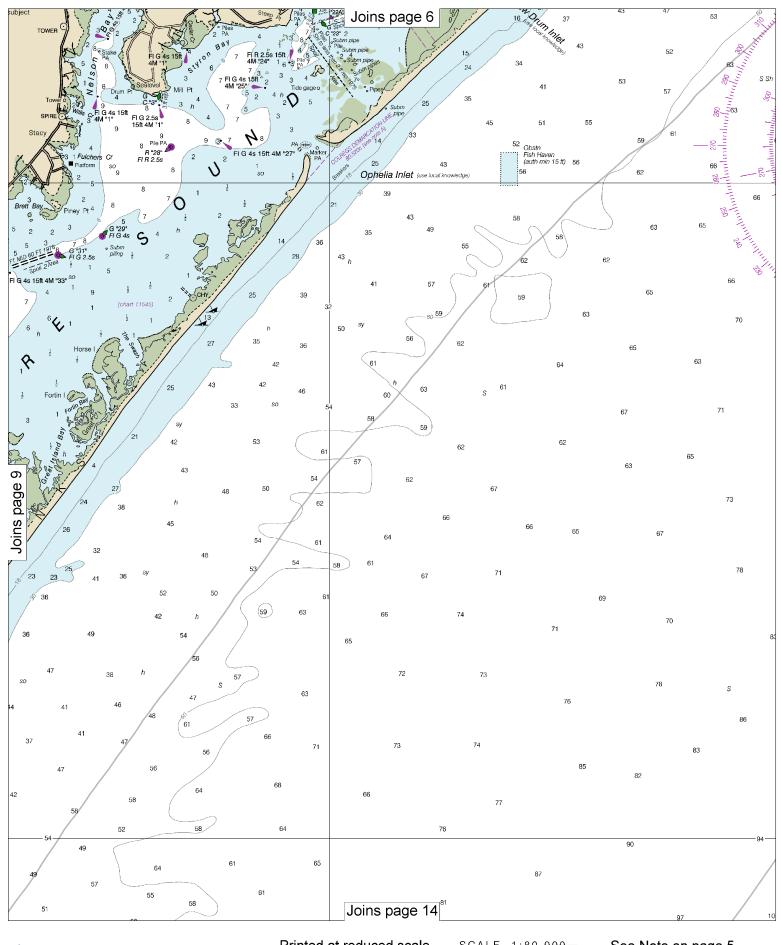
Last Correction: 6/8/2016. Cleared through: LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



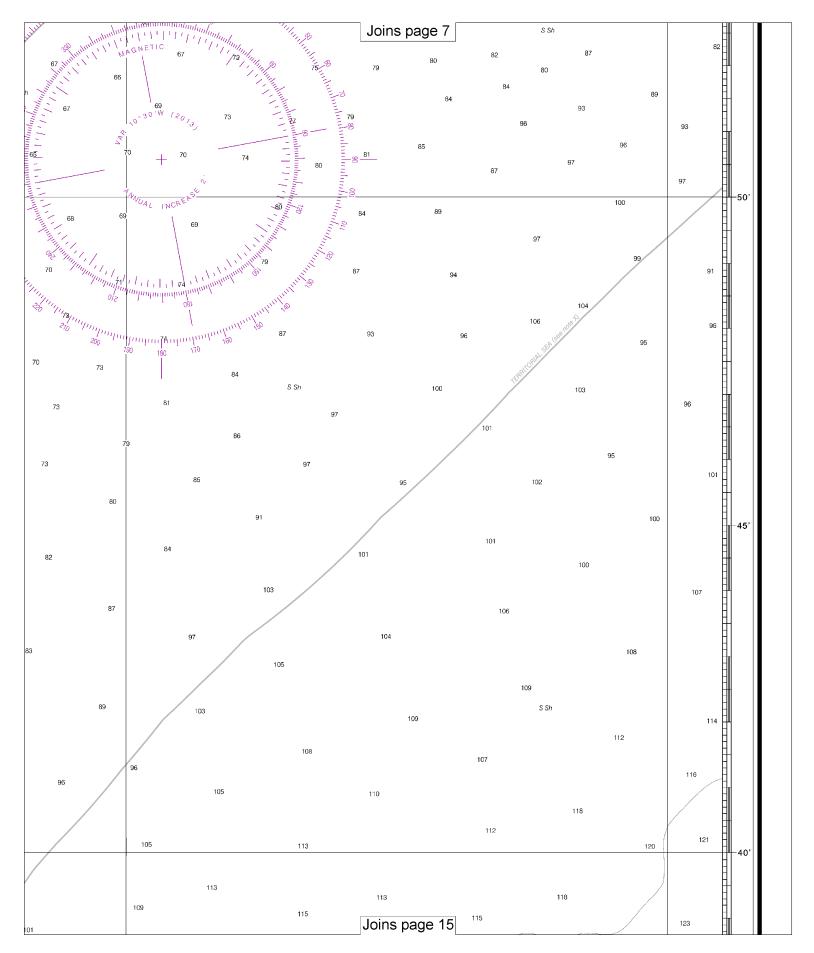


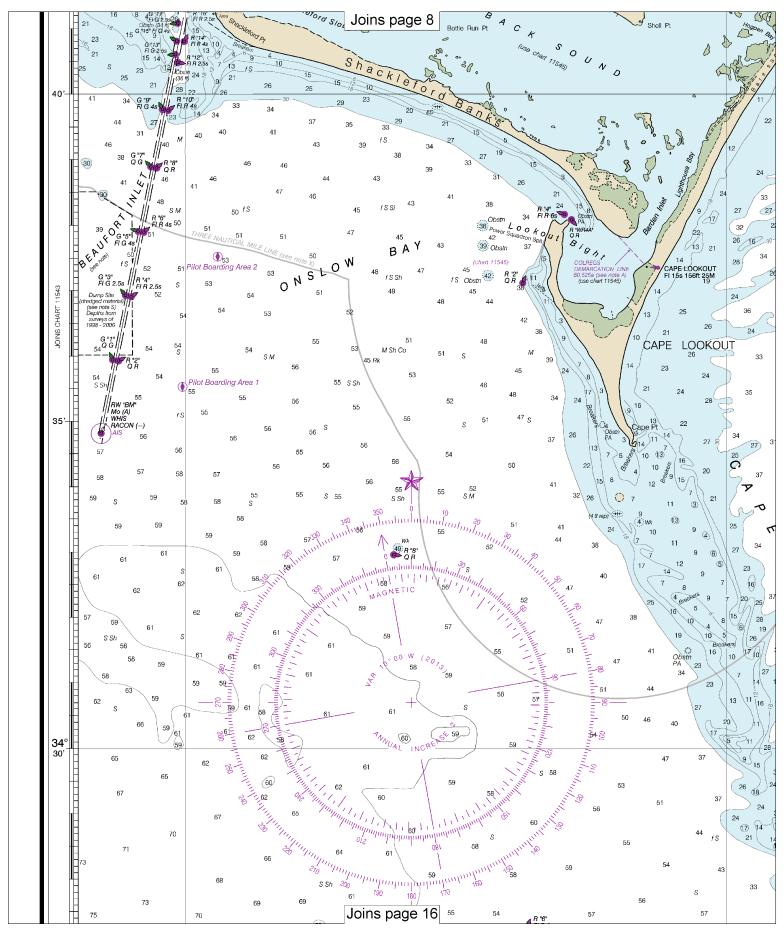




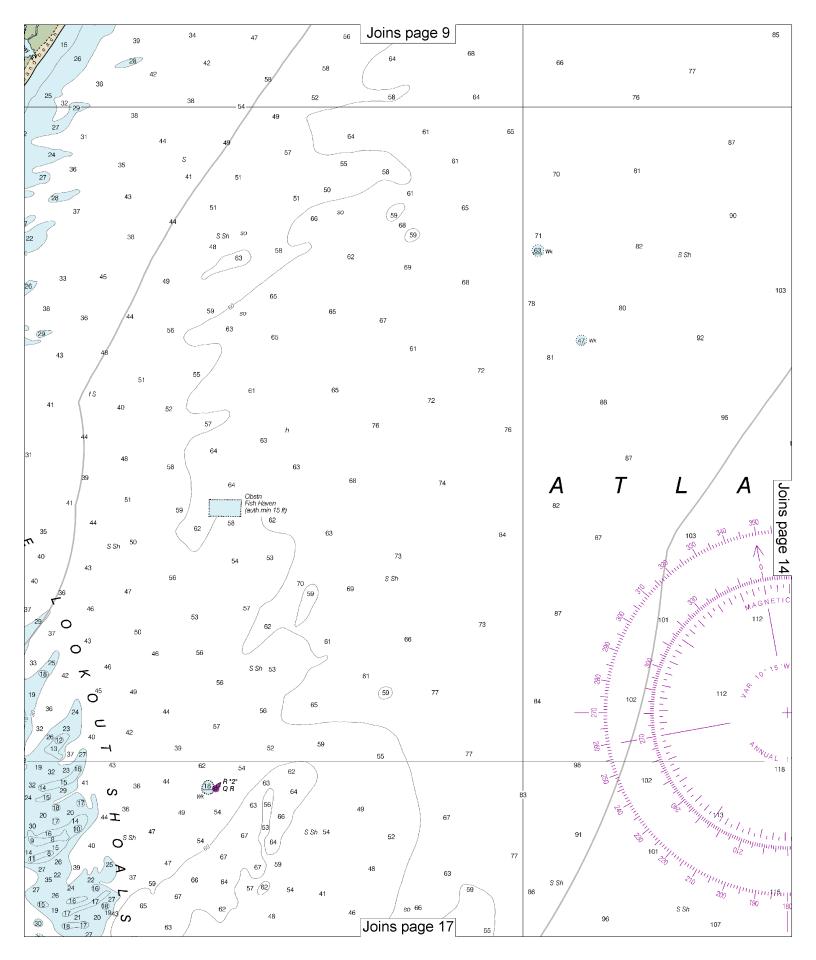


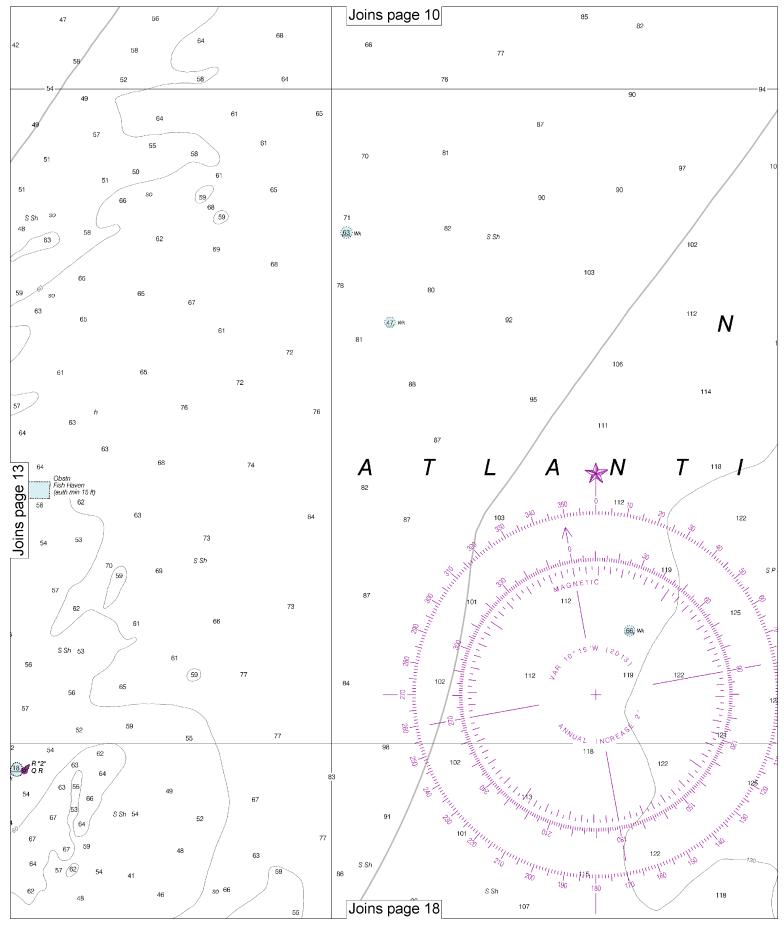




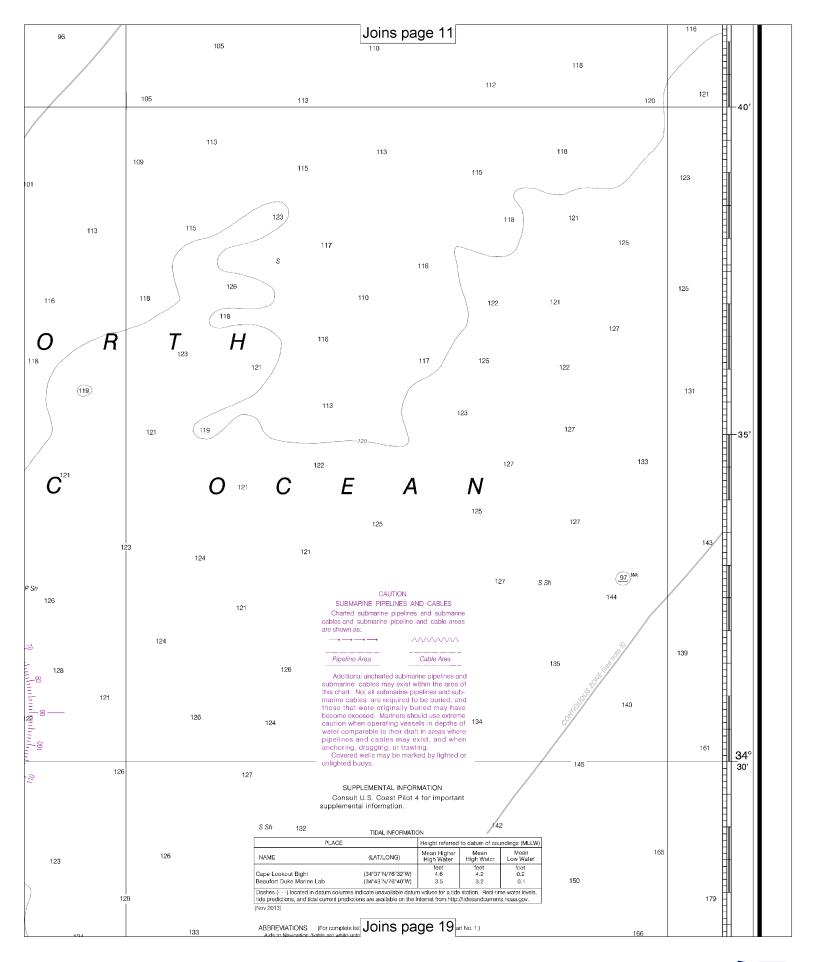


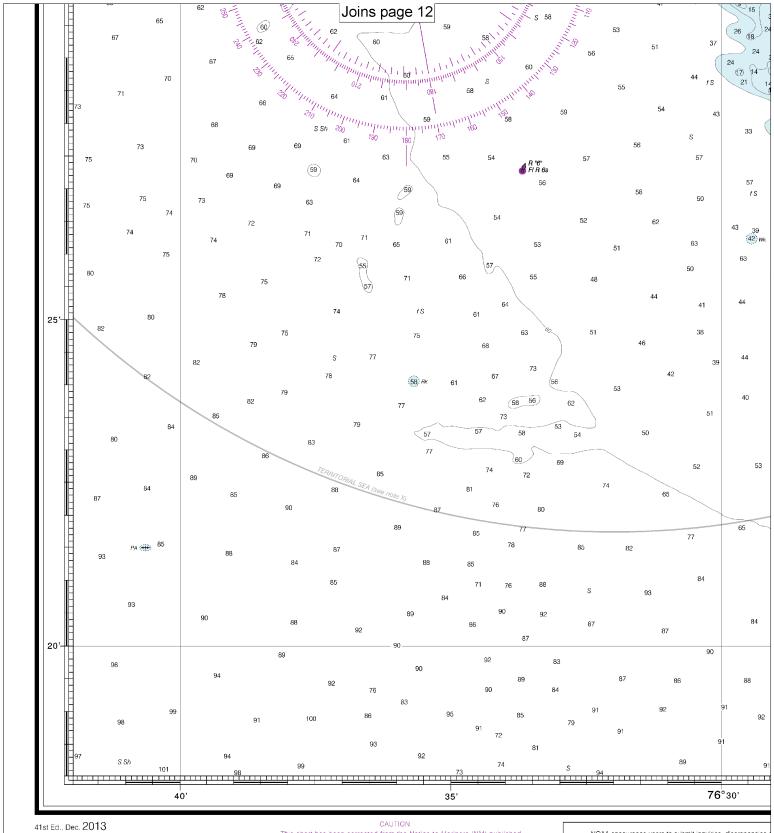










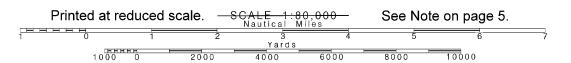


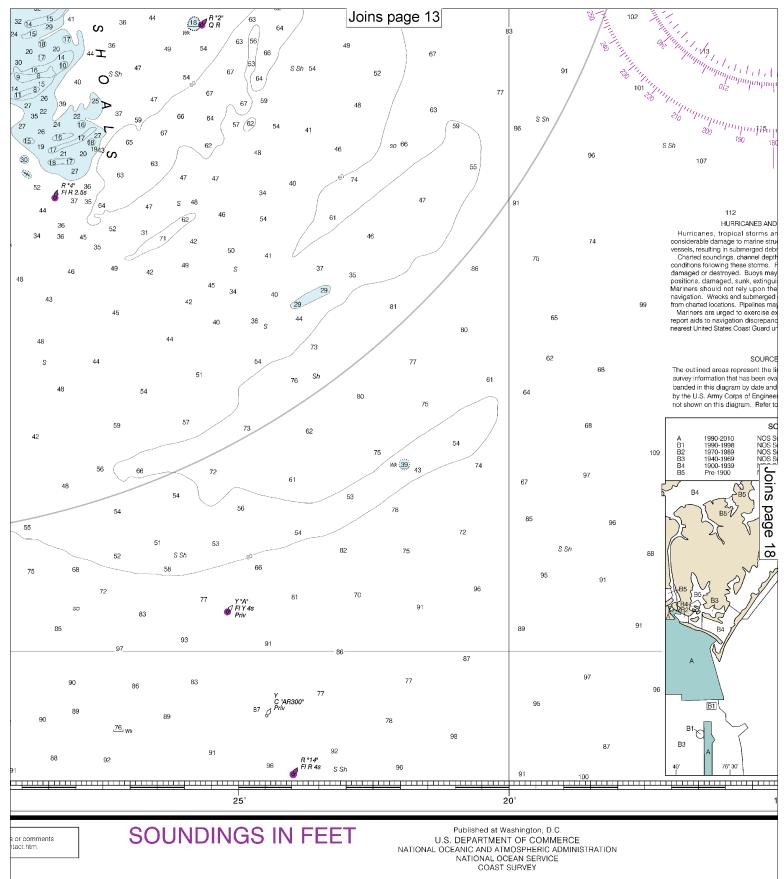
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at

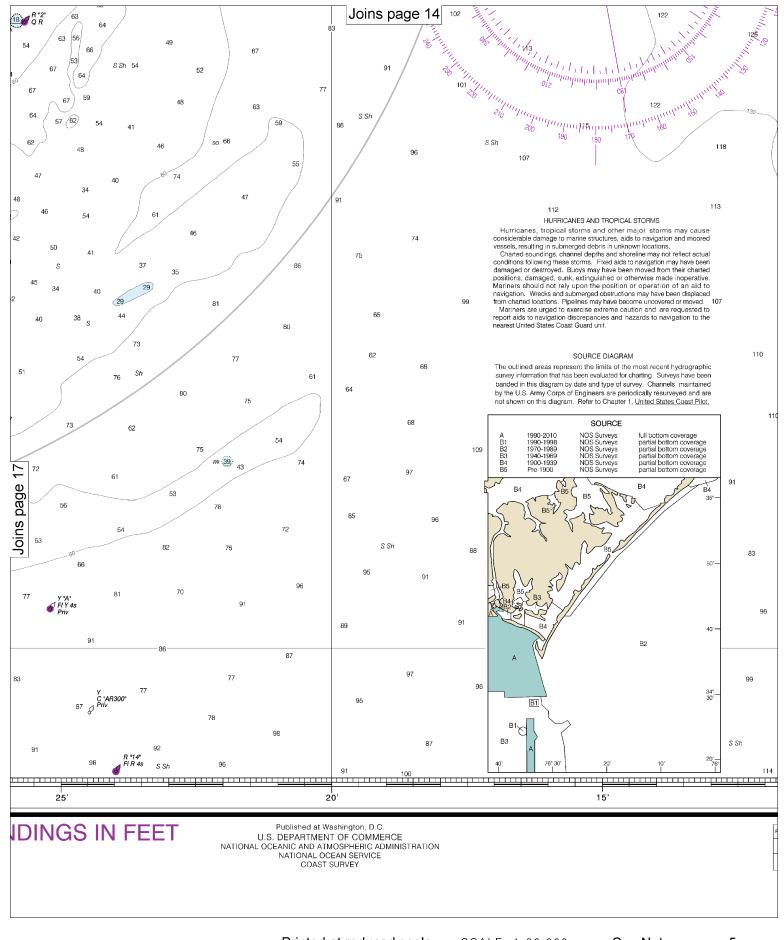
NOAA encourages users to submit inquiries, discrepancies of about this chart at http://www.nauticalcharts.noaa.gov/staff/conta

Last Correction: 6/8/2016. Cleared through: LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

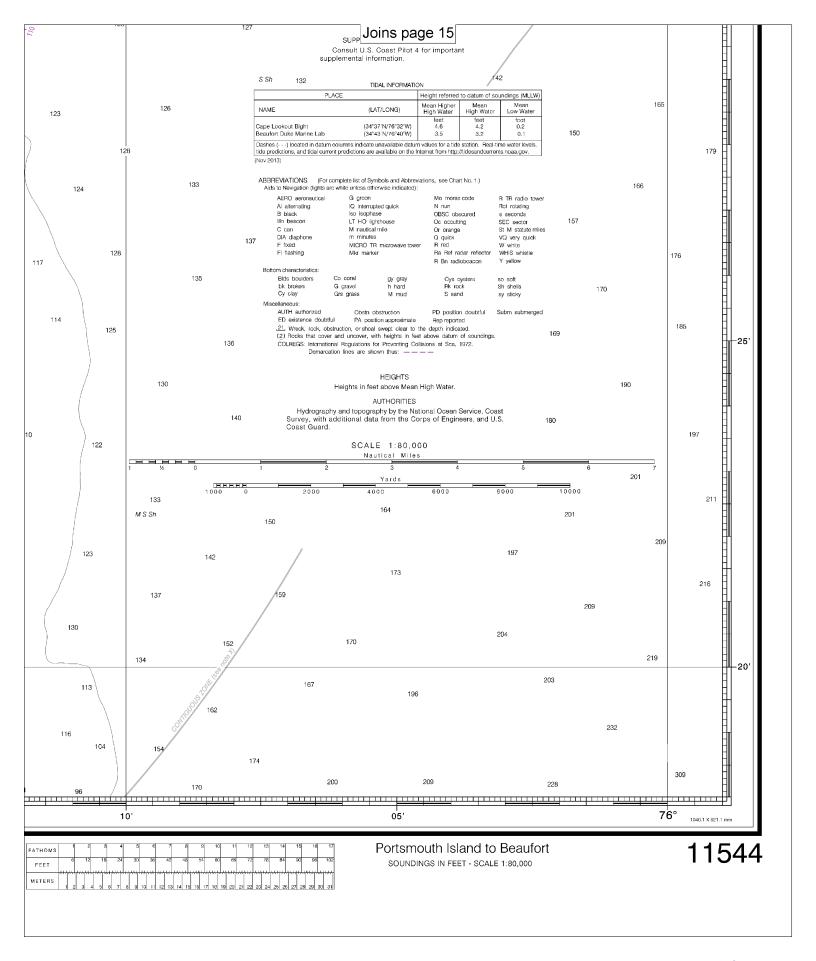














VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here. Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of

Emergency; Number of People on Board.

- · Release transmit button.
- Wait for 10 seconds If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information — http://www.nauticalcharts.noaa.gov

Interactive chart catalog — http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml

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Chart and chart related inquiries and comments — http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs

Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online — http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm

Tides and Currents — http://tidesandcurrents.noaa.gov

Marine Forecasts — http://www.nws.noaa.gov/om/marine/home.htm

National Data Buoy Center — http://www.ndbc.noaa.gov/

NowCoast web portal for coastal conditions — http://www.nowcoast.noaa.gov/

National Weather Service — http://www.weather.gov/

National Hurrican Center — http://www.nhc.noaa.gov/

Pacific Tsunami Warning Center — http://ptwc.weather.gov/

Contact Us — http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.